Council of Historical Research the following iter

purchased by

them during the last quarter of 1986-87:—

(Rs. in lakhs)

	Number	Cost
	1	1.40
Plain-Co	6	1.25
Electronic and Microfilm		
Air-Cor	2	0.38
Roo ture	1	0.71
	1	0.28
ofa-sets, chairs etc.)		0.50

(b) No, Sir.

(c) Yes,

Broad Gauge

1446. een Hubli and WAMY Karwa WAY

SHRI M. S. GURUPADASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to construct a broad gauge line between Hubli and Karwar;

(b) whether different Ministries of Government have suggested the construction of this line in the near future, and

(c) if so, what is the total estimate of the cost to be incurred in the construction of this line?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Reappraisal survey for this rail line has been taken up to determine the financial implications.

(b) Request has been received from one Ministry for a rail link to Karwar. One of the alternatives to be examined was the suggested rail line.

(c) Rs. 193 crore.

Late running of trains

1447. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most of the trains run very late during the period October 1987 to January 31, 1988;

(b) if so, what are the reasons for the late running; and

(c) what are the names of such trains which reached their destinations more than one hour after the scheduled time and by how much they were behind the scheduled times of their arrival?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The punctuality percentage of Mail/Express trains reaching their destination right time during October 1987 to January 1988 was 84.2.

(b) Main reasons for late running were foggy weather, alarm chain